

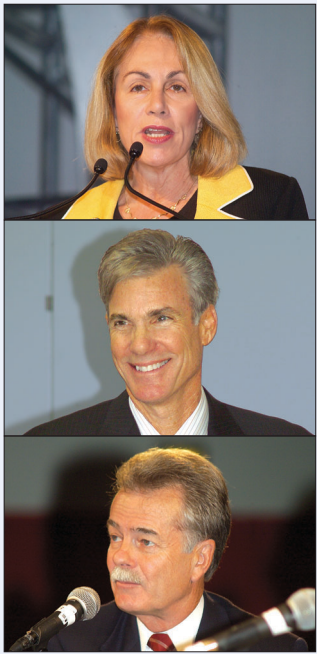
# Transactions

DECEMBER 2005/  
JANUARY 2006

TRANSPORTATION NEWS  
FOR THE NINE-COUNTY  
SAN FRANCISCO BAY AREA



## State Officials Embrace Intelligent Transportation

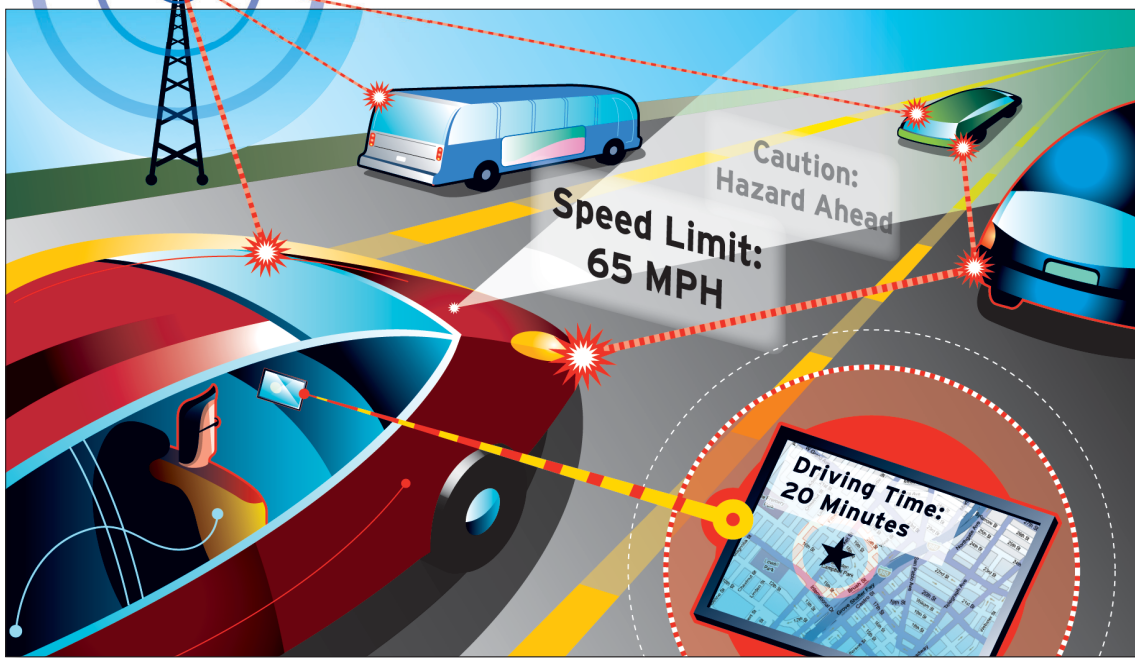


California is enthusiastically embracing intelligent solutions to the state's mobility problems, according to several officials who participated in the 12th World Congress on Intelligent Transport Systems (ITS).

"We want to be the home to people with big ideas and big dreams," remarked **Sunne McPeak** (top photo), director of the State Business, Transportation and Housing Agency, adding that Governor Schwarzenegger's Administration is intent on "putting the 'go' back in the Golden State."

State Senator **Tom Torlakson** (D-Antioch, middle photo), who recently transitioned from chair of the Senate Transportation and Housing Committee to chair of the Senate Select Committee on Bay Area Infrastructure, spoke at a pre-Congress press briefing and also hosted a special hearing during the week of the Congress. Noting that he is working with State Senate President Pro Tem **Don Perata** (D-Oakland) on a statewide infrastructure bond measure for 2006, Torlakson said, "I believe ITS should be part of that — we should be investing in smarter ways of implementing our tax dollars in transportation."

Also on hand was Caltrans Director **Will Kempton** (bottom photo). "The technology we're talking about is in existence today," he said. "Our charge should be to deploy, deploy, deploy."



## Birthplace of High-Tech Becomes Hotbed of Intelligent Transportation

INTERNATIONAL AUDIENCE GETS CLOSE-UP LOOK AT BAY AREA'S CUTTING-EDGE SOLUTIONS

Chalk it up to our world class academic institutions, the critical mass of technology companies and a built-in market of early adopters: The region that gave rise to the Silicon Valley is now the perfect incubator for the new generation of intelligent transportation tools. Just how big a player the Bay Area has become in the global race toward development and deployment of "smart" transportation technologies became apparent when the 12th World Congress on Intelligent Transport Systems (ITS) came to San Francisco in early November.

Equal parts pep rally, technology transfer and marketplace, the five-day event drew some 7,100 delegates, speakers, members of the press and exhibitors to The Moscone Center as well as to nearby SBC Park, site of a series of live demonstrations.

### Bay Area at Leading Edge Of ITS Revolution

For MTC, one of the host agencies, the five-day event was an opportunity to show off cutting-edge ITS applications in various stages of deployment in the Bay Area as well as to try out the next generation of hardware and software for helping travelers get where they're going more efficiently and safely.

"The San Francisco Bay Area is not just a testbed for these new transportation technologies, it's a hotbed," said MTC Executive Director Steve Heminger at a pre-conference press briefing.

At both the press briefing and the opening session of the Congress, Heminger pointed to a series of technology-driven traveler services spearheaded by MTC — the phone- and Web-based 511 Traveler Information System, FasTrak™ electronic toll collection and the soon-to-be-deployed TransLink® transit-fare smart card — as examples of how the region is embracing ITS solutions.

"Currently we have \$160 million in contracts and grants to

deliver ITS projects here in the Bay Area," Heminger said.

Electronic toll collection is key to what Heminger believes is the next major transportation advance in the region: HOT (high-occupancy/toll) lanes that will allow both carpoolers and toll-paying solo drivers to bypass traffic congestion.

### Conference Offers Live Demos Of "Smart" Technologies

During the week before the World Congress on ITS, car companies and technology firms teamed up with academia and the public sector to transform a barren parking lot behind the San Francisco Giants' ballpark into a series of high-tech test tracks

for demonstrating the cars, roadways and intersections of tomorrow.

Several of the demos involved VII, which stands for vehicle-infrastructure

integration. The technical-sounding buzzword actually conveys a simple notion: allowing "smart" cars to communicate with each other and with "smart" roads.

"There are over a hundred different VII applications, but the primary goal is safety," said Benjamin McKeever, MTC's point man for high-tech highways.

Among the possibilities are alert systems (such as alarms, vibrating seats or dashboard displays) that

warn drivers when they're about to run a red light, exceed the speed limit, or encounter a hazard or incident up ahead.

At the same time, McKeever said, "each car would be equipped with a global positioning system (GPS) that constantly transmits data to roadside transceivers. If every single car had it, we would have tons and tons of real-time information to help manage the flow of traffic."

MTC partnered with Caltrans, DaimlerChrysler and Volkswagen of America to position transceivers along nearby streets as well as a section of Interstate 280, allowing VII-equipped test cars to venture out beyond SBC Park's lot to show their stuff in a real-world setting. The University of California PATH (Partners for Advanced Transit and Highways) Program and PB Farradyne were project contractors.

The VII demos will have a life beyond the World Congress and beyond the streets of San Francisco. Over the next year, MTC will continue to work with Caltrans, PATH and PB Farradyne on the next phase, which will involve installing transceivers along additional freeways and arterials around the region.

"Initially the system won't be for public consumption," explained McKeever. "It's more for proof of concept. We will share our results with the national VII working group. Hopefully the U.S. Department of Transportation can learn from what we're doing."

— Brenda Kabn

## Calendar

Unless indicated otherwise, all meetings take place at: Metropolitan Transportation Commission Joseph P. Bort MetroCenter Lawrence D. Dahms Auditorium 101 Eighth Street, Oakland (Across from the Lake Merritt BART station)

THURSDAY  
JANUARY 5, 2006

10:30 am  
Elderly and Disabled Advisory Committee

MONDAY  
JANUARY 9, 2006

2 pm  
TransLink® Operating Group

TUESDAY  
JANUARY 10, 2006

3:30 pm  
Minority Citizens Advisory Committee

WEDNESDAY  
JANUARY 11, 2006

9:30 am  
Bay Area Toll Authority Oversight Committee\*

9:45 am  
Administration Committee\*

10 am  
Programming and Allocations Committee\*

12:30 pm  
MTC Advisory Council

FRIDAY  
JANUARY 13, 2006

9:30 am  
Planning and Operations Committee\*

10 am  
Legislation Committee\*

FRIDAY  
JANUARY 20, 2006

10 am  
Association of Bay Area Governments/  
Bay Area Air Quality Management District/  
Metropolitan Transportation Commission  
Joint Policy Committee\*

MONDAY  
JANUARY 23, 2006

2 pm  
TransLink® Management Group  
Sam Trans, Room to Be Determined  
1250 San Carlos Avenue, San Carlos

WEDNESDAY  
JANUARY 25, 2006

10 am  
Bay Area Toll Authority\*

10:15 am  
Metropolitan Transportation Commission\*

## Workshop

### Mobility Matters: Regional Summit on Older Drivers

WEDNESDAY  
JANUARY 18, 2006

9 am to 4 pm  
When is someone too old to drive? How can public agencies support older drivers through training and infrastructure improvements? Join us for a series of panel discussions with experts in the field, plus a skit on older drivers by members of MTC's Elderly and Disabled Advisory Committee. Attendance is free but space is limited. To register, e-mail your name, address and phone number to <info@mtc.ca.gov>, or call 510.817.5788.

\*Webcast on <www.mtc.ca.gov>.

**Note:** Dates, times and locations of MTC meetings may change. Please confirm by calling 510.817.5757. Agendas, updated meeting schedules and packets for MTC standing committees are posted on MTC's Web site: <www.mtc.ca.gov>.

## Announcement

### Cities Invited to Participate In Parking Study

MTC is beginning a study of how to reform parking policies to support smart growth, and is looking for Bay Area jurisdictions with an interest in exploring innovative parking policies around transit hubs and town centers. Participating cities essentially will serve as case studies and will receive expert consultant advice free of charge. Interested jurisdictions should contact MTC project manager Valerie Knepper by January 31, 2006, at <vknepper@mtc.ca.gov> or call 510.817.5824.





Morning Bay Bridge Approach Still Top Hot Spot

Brake lights could be proof that the Bay Area economy has begun to bounce back from the high-tech meltdown of recent years. Traffic congestion on local freeways increased last year for the first time since 2000, according to the latest data released by MTC and Caltrans District 4.

The daily number of vehicle hours of delay due to congestion

in the nine-county region rose by 2 percent in 2004, after dropping 18 percent in 2003, 5 percent in 2002 and 12 percent in 2001.

“A brighter employment picture put more workers onto Bay Area freeways last year,” said MTC Executive Director Steve Heminger.

The morning approach to the Bay Bridge on Interstate 80 in the East Bay remained the region’s most notorious congestion location in 2004 — with daily vehicle

hours of delay up a whopping 53 percent from 6,570 hours in 2003.

The afternoon trip back home to the East Bay claimed two more slots on the top 10 list. The San Francisco approach to the Bay Bridge came in as number 4, while the afternoon commute across the Bay Bridge (along eastbound Interstate 80 from west of the Yerba Buena Island tunnel out past the Powell Street exit in Emeryville) came in as number 10.

Top 10 Bay Area Congestion Hot Spots Ranking of Commute-Period Bottlenecks Along Freeways, 2004

(Number 1 indicates the most congested freeway)

2004 Rank	Location (numbers correspond to map)	2004 Daily (Weekday) Vehicle Hours of Delay	2003 Rank
1	Interstate 80, westbound, a.m. — Alameda/Contra Costa County State Route 4 to Bay Bridge metering lights	10,080	1
2	Interstate 580, westbound, a.m. — Alameda County North Flynn Road to Airway Boulevard	5,120	3
3	Interstate 580, eastbound, p.m. — Alameda County Hopyard Road to west of El Charro Road	4,320	3
4	U.S. 101, northbound, and Interstate 80, eastbound, p.m. — San Francisco — Cesar Chavez Street to west end of Bay Bridge	3,840	2
5	Route 92, eastbound, p.m. — Alameda County Clawiter Road to Interstate 880 interchange	3,760	15
6	Route 4, westbound, a.m. — Contra Costa County Lone Tree Way to west of Loveridge Road	3,600	5
7	U.S. 101, southbound, a.m. — Marin County North of Route 37 to Interstate 580	3,110	6
8	U.S. 101, northbound, p.m. — Marin County Route 1 to north of Interstate 580	2,680	20
9	U.S. 101, northbound, a.m. — Santa Clara County Interstate 280 to north of Trimble Road	2,560	14
10	Interstate 80, eastbound, p.m. — San Francisco/Alameda County West of Treasure Island to east of Powell Street	2,430	18

Notes: Rankings are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays, but where congestion is broken into several segments, may rank lower in this type of congestion listing. Congestion is defined as average speeds below 35 miles per hour for 15 minutes or more. Source: Metropolitan Transportation Commission, Caltrans District 4



Project Update

Richmond-San Rafael Bridge Now Stronger

State and local officials gathered this fall to mark the completion of the Richmond-San Rafael Bridge seismic retrofit. Caltrans strengthened piers, installed massive shock absorbers and completely replaced the low trestle section on the Marin County side — while keeping the span open to traffic during the four years of construction. The MTC-staffed Bay Area Toll Authority helped keep the nearly \$1 billion project on track with more than \$38 million in Regional Measure 1 bridge toll moneys. More work is ahead: Both bridge decks are scheduled to be resurfaced in 2006.

Commission Actions

Fall 2005

- Approved \$40 million in Regional Measure 2 grants (derived from the July 2004 \$1 bridge toll increase), including \$1 million to cover environmental work and preliminary engineering for a second parking structure at the Fairfield Transportation Center; \$11.3 million to San Francisco Muni to expand the NextBus real-time arrival prediction system; and \$6.4 million in operating money to AC Transit for enhanced bus service in the Berkeley-Oakland-San Leandro Corridor as well as expanded transbay express bus service. MTC Resolutions 3651-revised, 3666-revised, 3704-revised, 3716, 3719 and 3722
- Authorized \$780,000 in funding agreements to develop the next round of Community-Based Transportation Plans, which prioritize the needs of low-income/minority communities. This phase will provide \$60,000 to each of 13 communities.
- Reflecting the agency’s expanded role with regard to the Toll Bridge Seismic Safety Program, created 28 new staff positions, including 16 to handle toll accounting formerly handled by Caltrans.

Daily Freeway Delay by Bay Area County, 2000–2004

	Freeway Miles*	Daily (Weekday) Vehicle Hours of Delay					Percent Change	
		2000	2001	2002	2003	2004	2003–2004	2000–2004
Alameda	138	61,700	65,600	61,300	46,300	50,540	+9%	–18%
Contra Costa	87	16,200	18,800	19,400	18,700	18,520	–1%	+14%
Marin	28	9,900	7,900	8,400	6,200	7,410	+20%	–25%
Napa	5	0	0	0	0	0	0%	0%
San Francisco	19	12,500	8,500	11,400	11,200	8,860	–21%	–29%
San Mateo	73	18,100	10,900	7,700	7,300	7,800	+7%	–57%
Santa Clara	137	51,700	37,000	31,600	24,300	22,910	–6%	–56%
Solano	79	3,200	2,400	3,700	2,600	2,830	+9%	–12%
Sonoma	55	4,300	4,400	4,400	5,200	5,320	+2%	+24%
Bay Area Totals	621	177,600	155,500	147,900	121,800	124,190	+2%	–30%

Source: Metropolitan Transportation Commission, Caltrans District 4

\*As of 2004

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Editorial Staff
- Finger Design Associates, Oakland  
Design and Production
- Printeam/Digital Prepress International, San Francisco  
Printing
- ♻️ Printed on recycled paper.  
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